

# Alpine



Alpine Blvd. (town center)



West Willows Road



Tavern Road (south end)

## Overview

Full build-out of the Draft Land Use Map produced significant traffic on Alpine Boulevard, the northernmost segment of Tavern Road, and the Tavern Road interchange. Although the Planning Group prefers that staff retain Alpine Boulevard at two lanes, forecast volumes show a very high level of congestion that creates traffic back-ups on Alpine Boulevard from West Victoria to Tavern Road. Also, congestion at the West Willows interchange and West Willows Road will continue to worsen as casino traffic increases through 2030.

The proposed solution for Alpine blends road improvements with land use modifications. As shown in Figure ALP-1, the road network includes new roads and widening existing roads when feasible. Alpine Boulevard is retained as a two-lane road, but traffic flow is improved by adding a median or continuous turn lane. Casino traffic is addressed by either building a new Interstate 8 interchange and by using signage to induce casino traffic away from the West Willows Road interchange. Removing casino traffic away from the heart of Alpine also improves traffic flow for local residents and businesses. Proposed land use changes, would dramatically improve the level of congestion along the north end of Tavern Road. These changes reduced by 9K ADTs the volume of trips on Tavern Road at the I-8 overpass. Without the land use changes, a six lane overpass is required.

## Planning Group Preferences

The Planning Group endorsed the Proposed Road Network with one addition — a new Interstate 8 interchange at East Victoria Drive/Alpine Boulevard. Although this interchange is the community's highest priority project, it is not included in the staff Proposed Road Network (see Key Issues on next page). The Planning Group endorsed staff's recommended changes to the June 2005 Draft Land Use Map, with the exception of industrial use changes proposed in the North Tavern Road area. Although they did not support those changes, they also did not support widening Tavern Road to six lanes. The Planning Group did support applying a slope reduction overlay to the industrial lands north of Interstate 8, with a provision that slope reductions could be waived if a project produced an acceptable level of daily trips needed to retain Tavern Road at four lanes.

**Key Issues***Caltrans Interchanges*

The primary Interstate 8 interchange for Alpine (Tavern Road) is often congested and a significant increase in traffic congestion is forecast for GP2020. The Alpine Planning Group's highest priority project is a second interchange at Interstate 8 and East Victoria Drive/Alpine Boulevard. This interchange is not included in the SANDAG 2030 Regional Transportation Plan. Caltrans representatives indicated a new interchange is not feasible due to the lack of R.O.W. and the need to utilize a non-standard design. A Value Analysis is planned to evaluate circulation and interchange improvement options in the Alpine community along Interstate-8, but funds have not yet been identified.

The West Willows interchange, located to the east of the town center, is often congested by traffic from Viejas casino. The Proposed Road Network would provide a new interchange for casino traffic. This interchange is not included in the SANDAG 2030 Regional Transportation Plan and would require support from Viejas and Ewiaappaayp. The Value Analysis discussed above would also evaluate the feasibility of this interchange.

*Unresolved Traffic Congestion*

Alpine Boulevard (Tavern Road to South Grade Road) will operate at LOS E/F, but R.O.W. is not available within the town center to widen road without adversely impacting existing businesses..

Tavern Road (Alpine Boulevard to Tavern Lane) will operate at LOS E, but land use modifications are required. Additional operational improvements would resolve LOS deficiencies.

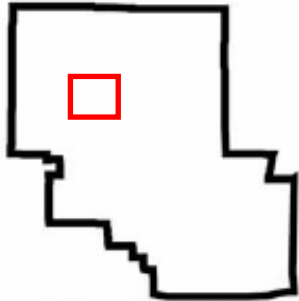
**Board Alternative Map Network**

The Board Alternative Map does not include the proposed land use modifications for Alpine. Therefore, Tavern Road, north of Alpine Boulevard, will need to be widened to six lanes in order to resolve the high level of congestion forecast around the I-8 interchange. An illustration of all proposed CE network map revisions for the BAM is summarized in Figure ALP-1.

Alpine's proposed CE road network for the Board Alternative Map was not reviewed by the Alpine Community Planning Group due to time constraints. However, the community did oppose widening Tavern Road to six lanes during public review for the proposed August 2006 Draft Land Use Map.

**Proposed Land Use  
Modifications**  
(Draft Land Use Map)

Proposed land use changes to the June 2005 Draft Land Use Map are primarily located north of I-8 and west of Tavern Road in an area proposed for commercial, industrial and residential land uses. These changes would reduce forecast congestion levels on Tavern Road and the I-8 interchange. Primary changes include reducing the amount of new commercial and industrial land and reducing increases in residential density proposed for GP2020. Without the land use changes, a six-lane segment of Tavern Road is necessary at the I-8 interchange.



*Also see summary table on  
next page*

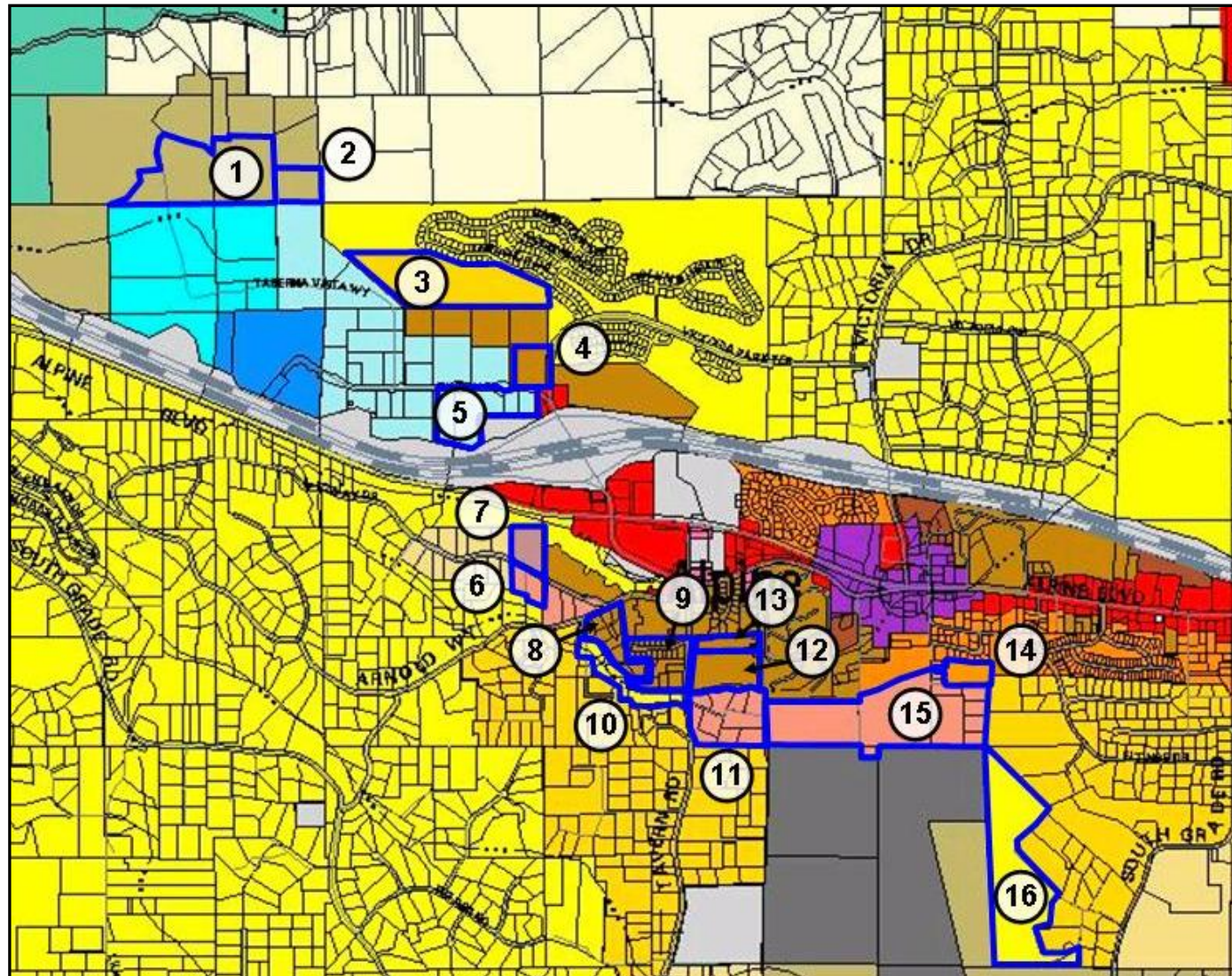


Table of Proposed Land Use  
Designation Changes

<b>Area #</b>	<b>Acres</b>	<b>Existing General Plan</b>	<b>June 2005 Draft Land Use Map (and Board Alternative Map)*</b>	<b>Staff Recommendation</b>	<b>CPG Preference</b>
1	27.8	(18) 1 du/4,8,20 ac	I-2 Medium Impact Industrial	SR-2	I-2 Medium Impact Industrial
2	5.3	(18) 1 du/4,8,20 ac	I-1 Limited Impact Industrial	SR-2	I-1 Limited Impact Industrial
3	26.2	(1) 1 du/1,2,4 ac	VR-7.3	VR-2.9	VR-7.3
4	4.5	(15) Limited Impact Industrial	C-1 General Commercial	VR-14.5	C-1 General Commercial
5	16.2	(15) Lim Impact Ind	C-1 General Commercial	I-1 Limited Impact Industrial	C-1 General Commercial
6	2.6	(1) 1 du/1,2,4 ac	VR-10.9 (VR-2)	VR-4.3	VR-4.3
7	7.4	(1) 1 du/1,2,4 ac	VR-10.9 (VR-2)	VR-14.5	VR-14.5
8	6.2	(5) 4.3 du/ac	VR-14.5	VR-10.9	VR-10.9
9	9.1	(6) 7.3 du/ac	VR-14.5	VR-10.9	VR-10.9
10	5.8	(24) 1 du/4,8,20 ac	VR-14.5	SR-1	SR-1
11	14.1	(6) 7.3 du/ac	VR-7.3	VR-2	VR-2
12	2.8	(8) 14.5 du/ac	VR-14.5	VR-10.9	VR-10.9
13	8.7	(6) 7.3 du/ac	VR-14.5	VR-10.9	VR-10.9
14	3.2	(3) 2 du/ac	VR-10.9	VR-7.3	VR-7.3
15	43.2	(3) 2 du/ac	VR-10.9 (VR-4.3)	VR-4.3	VR-4.3
16	34.2	(1) 1 du/1,2,4 ac	VR-2	SR-1	SR-1

\* The Board Alternative Map and June 2005 Draft Land Use Map designation are the same in most areas. In cases where the two maps differ, the Board Alternative Map designation appears in parenthesis.



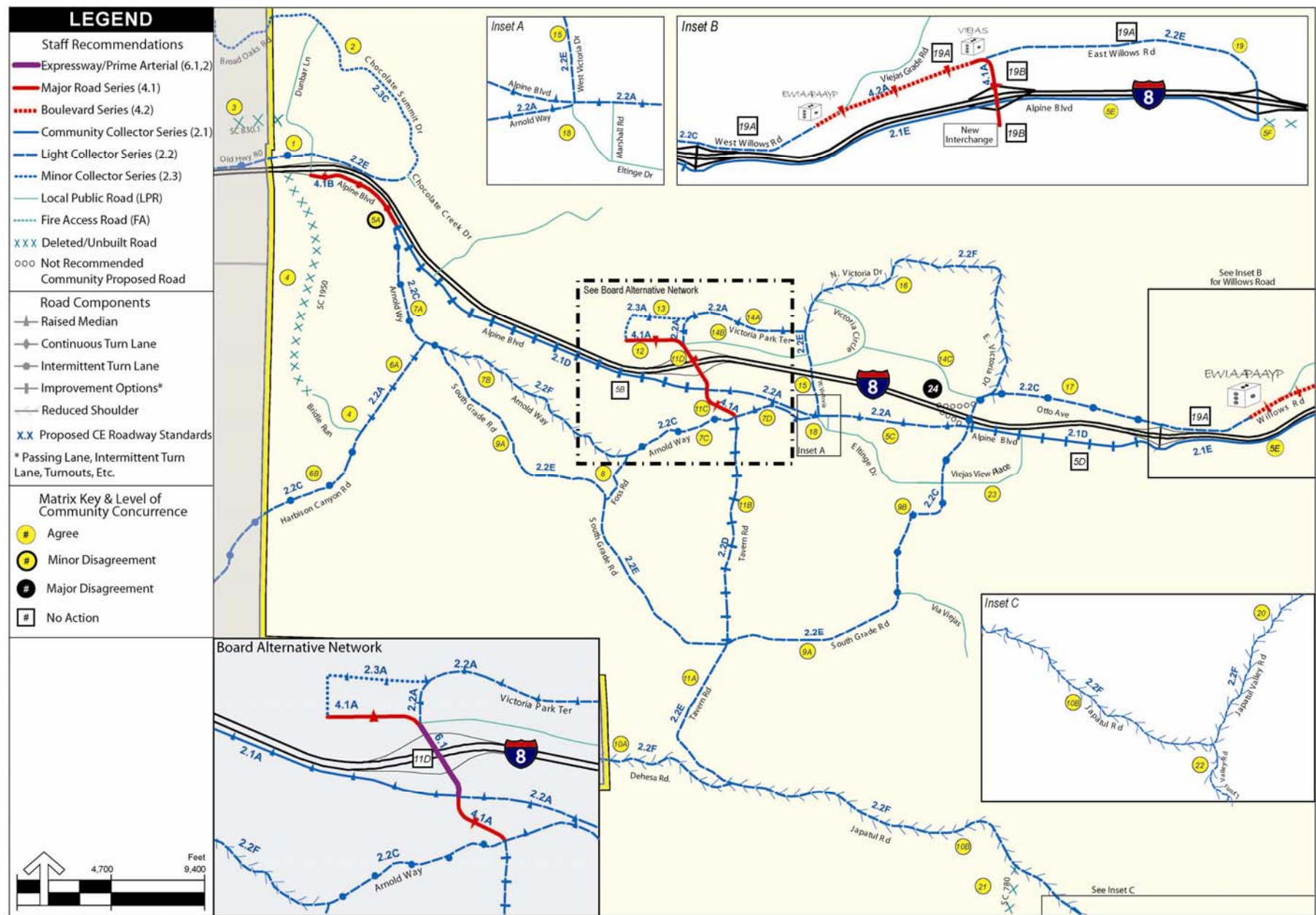
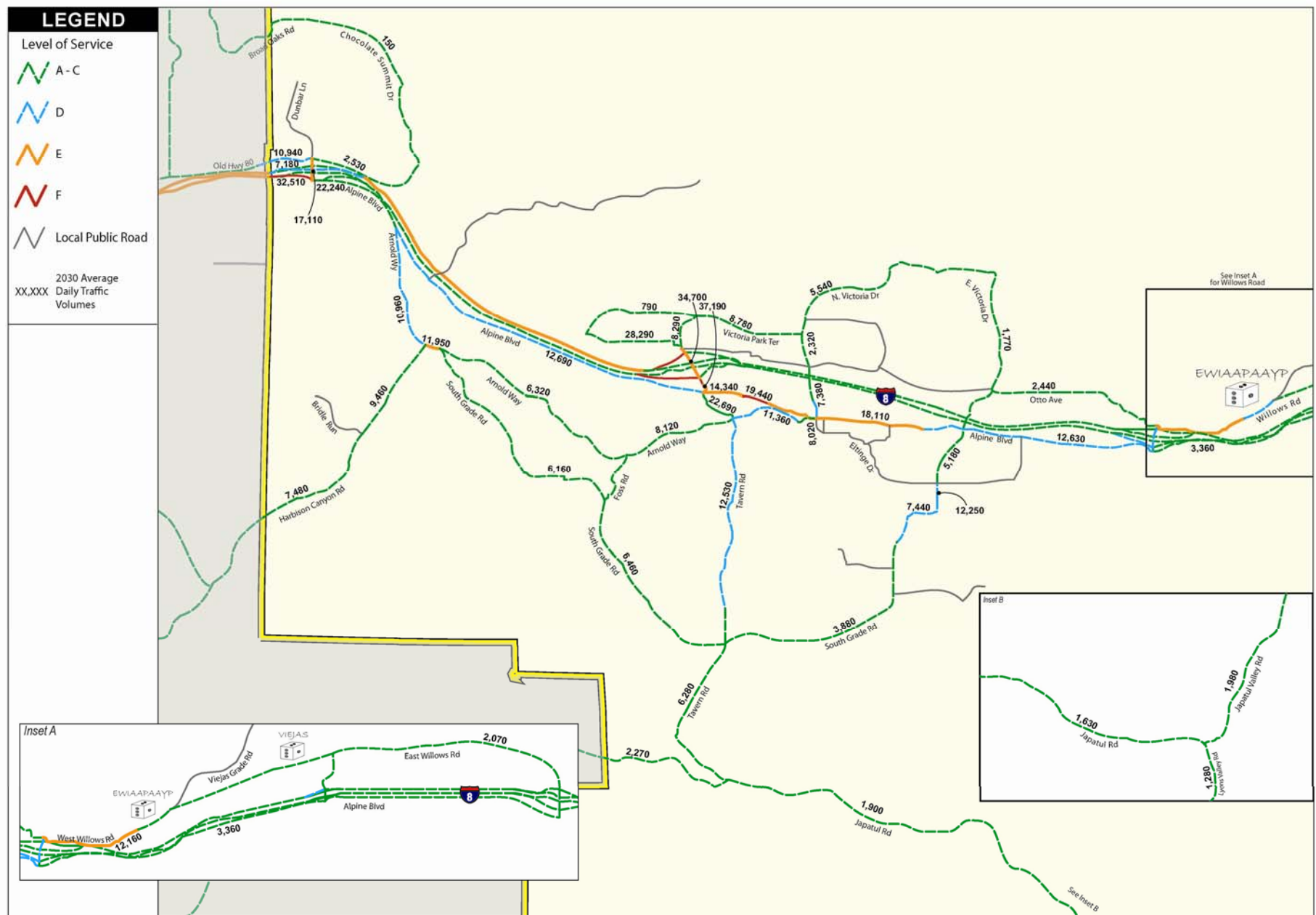


Figure ALP-1: Proposed CE Road Network



July 18, 2006

Figure ALP-2: Level of Service and Average Daily Traffic Volumes - Proposed CE Road Network

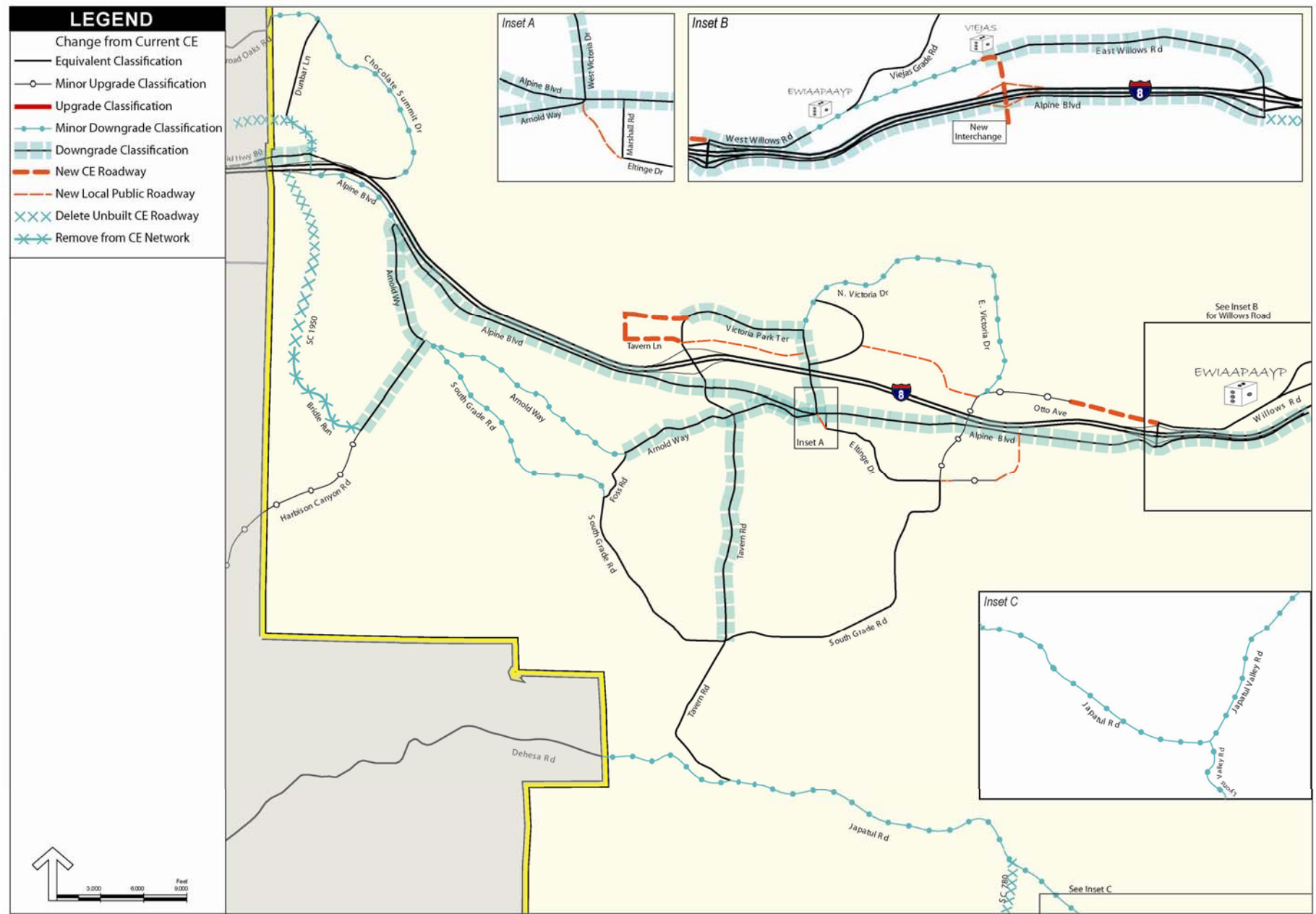


Figure ALP-3: Changes to Current CE Network



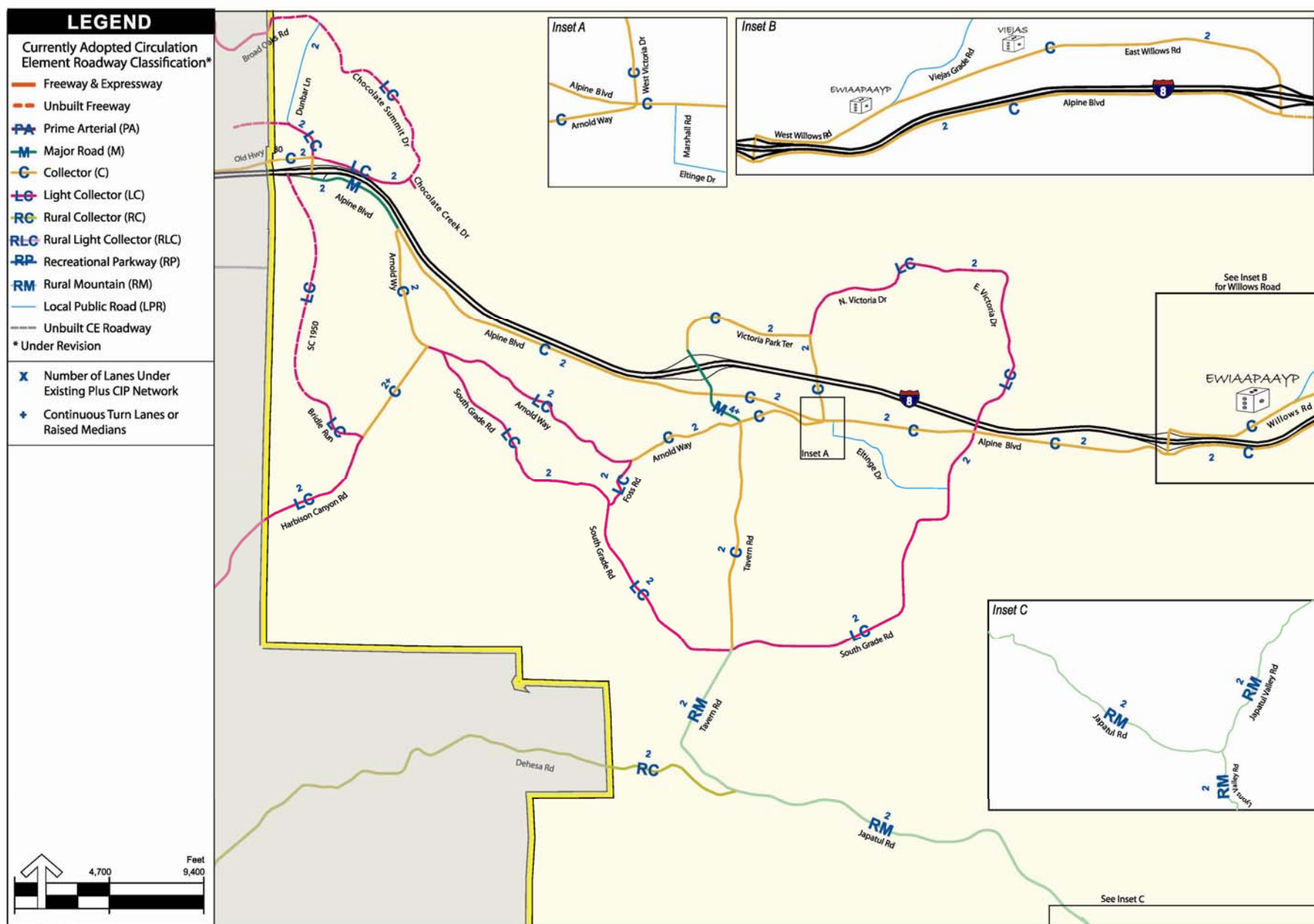


Figure ALP-4: Existing Plus CIP Network



CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<b>1 Olde Hwy 80 (SC1930)</b> <u>Segment:</u> Entire road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2B Light Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 2-lane road with intermittent turn lanes is necessary to operate at LOS D or better</li> </ul>
<b>2 Chocolate Summit Drive (SC1930)</b> <u>Segment:</u> Entire road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Minor Downgrade</b> 2.3C Minor Collector (2 lanes) (Chocolate Creek Road to Community Boundary) AND <b>Equivalent Classification</b> 2.2E Light Collector (2 lanes) (Dunbar Lane to Chocolate Creek Road)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 2-lane road classification will operate at LOS D or better</li> <li><i>Support Land Use Goals</i> – The lower design speed is more appropriate for residential area accessed by numerous driveways</li> </ul>
<b>3 SC 830.1</b> <u>Segment:</u> Entire road <u>Existing Condition:</u> Unbuilt CE Road <u>Current Classification:</u> Light Collector (2 lanes)	<b>Delete CE Road</b>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A CE road is not needed in this location</li> </ul>
<b>4 Bridle Run (SC 1950)</b> <u>Segment:</u> Entire length <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Remove from CE Network</b> Retain built portion as Local Public Road	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A CE road is not needed in this location</li> <li><i>Minimize Environmental Impacts</i> – Road would traverse environmentally sensitive corridor with steep slopes</li> <li><i>Build Community Consensus</i> – Extension of road to Alpine Boulevard has strong community opposition</li> </ul>

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<b>5A Alpine Boulevard (SF 1402)</b> <u>Segment:</u> Dunbar Lane to Arnold Way <u>Existing Condition:</u> 2 lanes plus turn lanes <u>Current Classification:</u> Major Road (4+ lanes)	<b>Minor Downgrade</b> 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)  CPG Preference: <b>Downgrade Classification</b> 2.2D Light Collector with Improvement Options (2+ lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Four lanes are required to operate at LOS D or better</li> <li>• <i>Cost / Environmental Constraints</i> – Widening existing road is preferred over extension of Bridle Run, which would traverse through a preserve</li> </ul>
<b>5B Alpine Boulevard (SC 1883)</b> <u>Segment:</u> Arnold Way to Tavern Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<i>Draft Land Use Map:</i> <b>Downgrade Classification</b> 2.1D Community Collector with Improvement Options (2+ lanes) <i>Intermittent Turn Lanes are preferred option</i>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better, but additional right-of-way is reserved if further widening is required in the future</li> </ul>
	<i>Board Alternative Map:</i> Same as Draft Land Use Map but Raised Median improvement option is necessary to operate at LOS D or better	
<b>5C Alpine Boulevard</b> <u>Segment:</u> Tavern Road to South Grade Road <u>Existing Condition:</u> 2 lanes with intermittent turn lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2A Light Collector with Raised Median (2+ lanes) <i>Includes proposed reductions in land use intensity</i> <i>Raised median would consist of combination of landscaped areas and turn lanes</i>	<ul style="list-style-type: none"> <li>• <i>Land Use</i> – Widening Alpine Boulevard to four lanes in many areas would adversely impact existing businesses</li> <li>• <i>Build Community Consensus</i> – Planning group does not support widening road to four lanes</li> </ul> <p><b>Note: Proposed classification will operate at LOS E/F (up to be 19.4K ADTs).</b></p>

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<b>5D Alpine Boulevard</b> <u>Segment:</u> South Grade Road to West Willows Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.1D Community Collector with Improvement Options (2+ lanes) <i>Intermittent Turn Lanes are the preferred option</i>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better, but designation retains right of way if widening is required in the future</li> <li><i>Community Consensus</i> – Designation changed to increase right of way after Planning Group endorsed the road network, but is consistent with the Group’s goals.</li> </ul>
<b>5E Alpine Boulevard</b> <u>Segment:</u> West Willows Road to East Willows Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.1E Community Collector (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better</li> </ul>
<b>5F Alpine Boulevard</b> <u>Segment:</u> East Willows Road to SR79 (Central Mt.) <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> Collector Road (4 lanes)	<b>Delete CE Road</b>	<ul style="list-style-type: none"> <li><i>Road Capacity / Support Land Use Goals</i> – Low density land uses make construction of a road unnecessary</li> </ul>
<b>6A Harbison Canyon Road (SF 1402)</b> <u>Segment:</u> Arnold Way to Bridle Run <u>Existing Condition:</u> 2 lanes plus turn lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2A Light Collector with Raised Median (2+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better. Raised median will increase capacity along the most congested segment of the road and provide for turn lanes into adjacent neighborhoods and the school</li> </ul>



CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<b>6B Harbison Canyon Road (SF 1402)</b> <u>Segment:</u> Bridle Run to Community Boundary <u>Existing Condition:</u> 2 lanes plus turn lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Minor Upgrade</b> 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better</li> </ul>
<b>7A Arnold Way</b> <u>Segment:</u> Alpine Blvd. to South Grade Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Two lanes with intermittent turn lanes are sufficient to operate at LOS D or better, but small segment at South Grade Road will operate at LOS E without additional improvement options</li> </ul>
<b>7B Arnold Way (SC 1971)</b> <u>Segment:</u> South Grade Road to Foss Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Minor Downgrade</b> 2.2F Light Collector with Reduced Shoulder (2 lanes) <i>Five-foot bike lane replacing shoulder</i>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better</li> <li><i>Minimize Environmental Impacts</i> – Full width shoulder would adversely impact natural topography and vegetation that contributes to area's rural character</li> </ul>
<b>7C Arnold Way</b> <u>Segment:</u> Foss Road to Tavern Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better</li> </ul>

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<b>7D Arnold Way</b> <u>Segment:</u> Tavern Road to Alpine Boulevard <u>Existing Condition:</u> 2 lanes with intermittent turn lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2A Light Collector with Raised Median (2+ lanes) <i>Includes proposed reductions in land use intensity</i> <i>Raised median would be a combination of landscaped areas and turn lanes</i>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Two lanes with raised median are sufficient to operate at LOS D or better</li> <li>• <i>Support Land Use Goals</i> – Widening Arnold Way to four lanes in many areas would adversely impact existing businesses</li> <li>• <i>Community Consensus</i> – Planning Group supports retaining a 2+ lane road</li> </ul>
<b>8 Foss Road</b> <u>Segment:</u> Arnold Way to South Grade Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Equivalent Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better</li> </ul>
<b>9A South Grade Road (SA 370)</b> <u>Segment:</u> Arnold Way to Via Viejas <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Equivalent Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better</li> </ul>
<b>9B South Grade Road (SA 370)</b> <u>Segment:</u> Via Viejas to Alpine Boulevard <u>Existing Condition:</u> 2 lanes with turn lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Minor Upgrade</b> 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Two lanes with intermittent turn lanes are sufficient to operate at LOS D or better</li> </ul>

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<b>10A Dehesa Road (SF 1401)</b> <u>Segment:</u> Tavern Road to Community Boundary <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	<b>Minor Downgrade</b> 2.2F Light Collector with Reduced Shoulder (2 lanes) <i>Five-foot bike lane replacing shoulder</i>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better</li> <li>• <i>Cost / Environmental Constraints</i> – Due to rugged terrain a wider ROW would be expensive to construct and require significant cutting and grading</li> </ul>
<b>10B Japatul Road (SF 1401.1)</b> <u>Segment:</u> Entire length <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Mountain Road (2 lanes)	<b>Minor Downgrade</b> 2.2F Light Collector with Reduced Shoulder (2 lanes) <i>Five-foot bike lane replacing shoulder</i>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better</li> <li>• <i>Cost / Environmental Constraints</i> – Due to rugged terrain a wider ROW would be expensive to construct and require significant cutting and grading</li> </ul>
<b>11A Tavern Road (SA 380)</b> <u>Segment:</u> Japatul Road to South Grade Road. <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Mountain (2 lanes)	<b>Equivalent Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better</li> <li>• <i>Cost / Environmental Constraints</i> – Due to rugged terrain a wider ROW would be expensive to construct and require significant cutting and grading</li> </ul>
<b>11B Tavern Road (SA 380)</b> <u>Segment:</u> South Grade Road to Arnold Way <u>Existing Condition:</u> 2 lanes with intermittent turn lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2D Light Collector with Improvement Options (2+ lanes) <i>Raised median with additional R.O.W. for right-turn lanes</i>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better, except portion near Arnold Way</li> <li>• <i>Support Land Use Goals</i> – Raised median enhances community character in residential areas</li> </ul>



CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<b>11C Tavern Road</b> <u>Segment:</u> Arnold Way to Alpine Boulevard <u>Existing Condition:</u> 4 lanes with continuous turn lane <u>Current Classification:</u> Major Road (4+ lanes)	<b>Equivalent Classification</b> 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Four lanes with a raised median are required to operate at LOS D or better</li> </ul>
<b>11D Tavern Road</b> <u>Segment:</u> Alpine Blvd. to Tavern Lane <u>Existing Condition:</u> 2 lanes with turn lanes <u>Current Classification:</u> Major Road (4+ lanes)	<i>Draft Land Use Map:</i> <b>Equivalent Classification</b> 4.1A Major Road with Raised Median (4+ lanes) <i>Includes reductions in land use intensity and development restrictions on industrial land uses with steep slopes</i> <i>Additional turn lanes required between Tavern Lane and westbound I-8 on-ramp</i>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Four lanes with a raised median are required to operate at LOS D or better. Proposed land use changes and development restrictions on steep slopes resulted in a reduction of 9.0K ADTs</li> </ul> <b>Notes:</b> <ol style="list-style-type: none"> <li><b>Small segment between Tavern Lane and the westbound I-8 on-ramp would operate at LOS F without operational improvements</b></li> <li><b>Unfunded Caltrans Improvement: Overpass widening (Draft Land Use Map: four lanes; Board Alternative Map: six lanes)</b></li> </ol>
	<i>Board Alternative Map:</i> <b>Upgrade Classification</b> 6.2 Prime Arterial (6+ lanes)	
<b>12 Tavern Lane</b> <u>Segment:</u> Entire length <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Not a CE road	<b>New CE Road</b> 4.1A Major Road with Raised Median (4+ lanes) <i>Continuous Left Turn lane, in lieu of Raised Median is preferred option</i>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Four lanes, along with an expanded road network (New Road 13) are necessary to operate at LOS D or better</li> </ul>

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<b>13 New Road</b> <u>Segment:</u> Entire length <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> None	<b>New CE Road</b> 2.3A Minor Collector with Raised Median (2+ lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better</li> <li>• <i>Support Land Use Goals</i> – Raised median enhances community character in residential areas</li> </ul>
<b>14A Victoria Park Terrace (SC 1985)</b> <u>Segment:</u> Tavern Lane to West Willows Road <u>Existing Condition:</u> 2 lanes plus turn lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2A Light Collector with Raised Median (2+ lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Two lanes with a raised median are sufficient to operate at LOS D or better</li> </ul>
<b>14B New Road</b> <u>Segment:</u> Entire length <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> None	<b>New Local Public Road</b> Tavern Road to West Victoria Drive	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better</li> <li>• <i>Maximize Traffic Movement</i> – Contributes to providing a parallel route to Alpine Boulevard on the north side of I-8</li> </ul>
<b>14C New Road</b> <u>Segment:</u> Entire length <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> None	<b>New Local Public Road</b> Victoria Circle to East Victoria Drive	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better</li> <li>• <i>Maximize Traffic Movement</i> – Contributes to providing a parallel route to Alpine Boulevard on the north side of I-8</li> </ul>
<b>15 West Victoria Drive (SC 1990)</b> <u>Segment:</u> Entire length <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better</li> </ul>

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<p><b>16 North / East Victoria Drive (SC 1990)</b></p> <p><u>Segment</u>: Victoria Park Terrace to Otto Ave.</p> <p><u>Existing Condition</u>: 2 lanes</p> <p><u>Current Classification</u>: Light Collector (2 lanes)</p>	<p><b>Minor Downgrade</b></p> <p>2.2F Light Collector with Reduced Shoulder (2 lanes)</p> <p>West Victoria to Otto Avenue</p> <p><i>Five-foot bike lane replacing shoulder</i></p> <p>AND</p> <p><b>Minor Upgrade</b></p> <p>2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)</p> <p>Otto Avenue to Alpine Boulevard</p>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better, intermittent turn lanes are necessary between Otto Avenue and Alpine Boulevard</li> </ul>
<p><b>17 Otto Avenue</b></p> <p><u>Segment</u>: Entire length, plus extension to West Willows Road</p> <p><u>Existing Condition</u>: 2 lanes (partially built)</p> <p><u>Current Classification</u>: Local Public Road</p>	<p><b>Minor Upgrade / New CE Road</b></p> <p>2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)</p>	<ul style="list-style-type: none"> <li><i>Maximize Traffic Movement</i> – Facilitates traffic movement to an alternate interchange (West Willows) to the Tavern Road interchange</li> </ul>
<p><b>18 New Road</b></p> <p><u>Segment</u>: Entire length</p> <p><u>Existing Condition</u>: Unbuilt</p> <p><u>Current Classification</u>: None</p>	<p><b>New Local Public Road</b></p> <p>Alpine Boulevard at West Victoria Drive to Eltinge Drive at Marshall Road</p>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better</li> <li><i>Maximize Traffic Movement</i> – Contributes to a parallel route South of Alpine Boulevard between West Victoria Drive and South Grade Road</li> </ul>



CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<p><b>19A West Willows Road</b></p> <p><u>Segment:</u> I-8 to Viejas Casino</p> <p><u>Existing Condition:</u> 2 lanes</p> <p><u>Current Classification:</u> Collector Road (4 lanes)</p> <p>AND</p> <p><b>East Willows Road</b></p> <p><u>Segment:</u> I-8 to Viejas Casino</p> <p><u>Existing Condition:</u> 2 lanes</p> <p><u>Current Classification:</u> Collector Road (4 lanes)</p>	<p><b>Downgrade Classification</b></p> <p>2.2E Light Collector (2 lanes)</p> <p>East Willows interchange to New Road 19B</p> <p>AND</p> <p><b>Minor Downgrade</b></p> <p>4.2A Boulevard with Raised Median (4+ lanes)</p> <p><i>New Road 19B to Ewiiapaayp</i></p> <p>AND</p> <p><b>Downgrade Classification</b></p> <p>2.2E Light Collector (2 lanes)</p> <p>West Willows interchange to Ewiiapaayp Casino</p>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – New interchange is required for a two-lane Willows Road to operate at LOS D or better. Segment of West Willows Road operates at LOS E, but traffic model does not account for effect directional signage would have to divert casino traffic to new interchange</li> <li><i>Community Consensus</i> – Designation changes after Planning Group endorsed the road network. Designation is consistent with the Group’s goals.</li> </ul>
<p><b>19B New Interchange / Road</b></p> <p><u>Segment:</u> Alpine Boulevard to Willows Road at Viejas Casino</p> <p><u>Existing Condition:</u> None</p> <p><u>Current Classification:</u> None</p>	<p><b>New Interchange</b></p> <p>Full-diamond interchange</p> <p>AND</p> <p><b>New CE Road</b></p> <p>4.1A Major Road with Raised Median (4+ lanes)</p> <p><i>Includes I-8 overpass</i></p>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – New interchange is required for a two-lane Willows Road to operate at LOS D or better</li> <li><i>Support Land Use Goals</i> – Casino traffic has a direct route and does not pass through residential areas</li> </ul> <p><b>Notes: New interchange/overpass are unfunded Caltrans improvements. Viejas coordination is also required</b></p>
<p><b>20 Japatul Valley Road (SF 1401.1)</b></p> <p><u>Segment:</u> Japatul Road to Community Boundary</p> <p><u>Existing Condition:</u> 2 lanes</p> <p><u>Current Classification:</u> Rural Mountain</p>	<p><b>Minor Downgrade</b></p> <p>2.2F Light Collector with Reduced Shoulder (2 lanes)</p> <p><i>Five-foot bike lane replacing shoulder</i></p>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better</li> <li><i>Cost / Environmental Constraints</i> – Due to rugged terrain a wider ROW would be expensive to construct and require</li> </ul>

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
(2 lanes)		significant cutting and grading
<b>21 Glen Lonely Road (SC 780)</b> <u>Segment:</u> Japatul Road to Community Boundary <u>Existing Condition:</u> Partially built <u>Current Classification:</u> Rural Collector (2 lanes)	<b>Remove from CE Network</b>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Road is not required as traffic volumes are very low in area it would serve</li> </ul>
<b>22 Lyons Valley Road (SA 390)</b> <u>Segment:</u> Tavern Road to Community Boundary. <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Mountain Road (2 lanes)	<b>Minor Downgrade</b> 2.2F Light Collector with Reduced Shoulder (2 lanes) <i>Five-foot bike lane replacing shoulder</i>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better</li> <li><i>Cost / Environmental Constraints</i> – Due to rugged terrain a wider ROW would be expensive to construct and require significant cutting and grading</li> </ul>
<b>23 Viejas View Place</b> <u>Segment:</u> Entire Length <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> None	<b>New Local Public Road</b> Extend Viejas View Place west to South Grade Road and northeast to Alpine Boulevard (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Recommended road classification would meet forecast traffic volumes at LOS D or better</li> <li><i>Maximize Traffic Movement</i> – Provides a partial parallel route to Alpine Boulevard and facilitates access to the West Willows / I-8 interchange</li> </ul>

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<p><b>24 New Road</b></p> <p><u>Segment:</u> I-8 at East Victoria Drive</p> <p><u>Existing Condition:</u> Unbuilt</p> <p><u>Current Classification:</u> None</p>	<p><b>Status Quo</b></p> <p>No new interchange</p> <p><i>CPG Preference:</i></p> <p><b>New Interchange</b></p> <p>Westbound on-ramp and eastbound off-ramp</p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – The proposed half-diamond interchange would reduce trips on Alpine Boulevard by approximately 5K ADTs</li> <li>• <i>Maximize Traffic Movement</i> – Provides an alternate to the Tavern Road interchange that would serve the community</li> <li>• <i>Community Consensus</i> – Highest priority road improvement project for community</li> </ul> <p><b>Note: Staff does not support including this in the Proposed CE Road Network because Caltrans has indicated construction is not very feasible due to necessary design exceptions and lack of right of way. Staff proposes including as an alternative in the EIR.</b></p>